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GO TO THE PRIMARIES ON SATURDAY, BETWEEN 3 AND 5 P. M. AND DO YOUR DUTY AS A REPUBLICAN CITIZEN.

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MAY FEEL LAW'S HEAVY HAND

Broken Seal On Invincible The Trouble.

A GRAVE OFFENCE AGAINST UNCLE SAM

Vessel Liable to Forfeiture and Captain to Imprisonment.

The American ship *Invincible*, Captain Mackenzie, is in serious trouble. How serious, no one as yet can tell. Whether the trouble is due purely to an accident or whether the law has been disregarded through carelessness or deliberation is a question which will in all probability be decided in the near future in the United States District Court.

Early yesterday morning, in some mysterious manner, the seal which had been placed on the main hatch of the *Invincible* by the customs house, was broken or cut by some person as yet unknown. The law deals heavily with an offense of this kind and it is considered a serious offense. For an unauthorized person to break or remove a Government seal is felony according to the United States law.

The *Invincible* arrived in this port from Newcastle on Friday, last, August 24. On Wednesday she obtained a permit to discharge her cargo of coal and moved to Sorenson's wharf and was ready to commence unloading yesterday morning.

When the customs officers boarded her in the stream, just after her arrival from Newcastle, they sealed all her hatches according to the usual requirements of the customs department. The hatches remained sealed up to the time that the seal on the main hatch was broken by some unauthorized person yesterday morning.

According to all accounts given aboard the *Invincible* yesterday to an Advertiser reporter, in explanation of the breaking of the seal, it appears that the breaking of the seal was either gross carelessness or else purely an accident. The captain and mates of the *Invincible* disclaim any responsibility in the affair and none of the crew seem to know anything whatever about it. They all agree that the seal on the main hatch must have been broken by the stevedores when they went aboard at about 7 o'clock yesterday morning. All connected with the ship are certain that all seals were intact up to the time the stevedores came aboard.

When the stevedores came aboard they, according to the men of the *Invincible*, immediately proceeded to open the main hatch preparatory to discharging coal. Captain Mackenzie was not on deck when the hatch was opened, the first mate came on deck, he says, just after the hatch had been opened. Nobody saw the seal broken, in fact nobody aboard the good ship *Invincible* knows anything about the matter beyond the fact that the seal had been broken.

When the custom's inspector went aboard just a little after 7 o'clock to break the seals he was naturally very much surprised to find that his duty had been anticipated, that some unauthorized person had already broken the seal on the main hatch and that the work of discharging coal was under way. The *Invincible* had a permit to discharge her cargo but still hadn't the least bit of right to break the government seal.

The customs officer immediately reported the matter, as he was in duty bound, to the customs office. The matter was investigated, and the case was at once referred to United States District Attorney Baird.

Whether the excuse that the breaking of the seal was a pure accident will lessen the penalty, which, according to the law, is due, is something yet to be decided.

According to section 3105 of the Revised Statutes of the United States the breaking of a Government seal under such or similar conditions is deemed felony, and is punishable by imprisonment for a term of five years, or a fine of \$1,000.

According to section 3106, the vessel is liable to be forfeited. The section reads as follows:

"Each vessel, car, or other vehicle, crate, box, bag, basket, barrel, bundle, cask, trunk, package, parcel, or other thing, with the cargo, or contents thereof, from which the wire, seal, lead, lock, or other fastening or mark shall have been broken, cut, picked, opened, or removed by any such unauthorized person or persons, or to which such seal, or other thing purporting to be a seal, has been wrongfully attached, shall be forfeited."

This is an entirely different case from that of the *Marion Chilcott*; the *Chilcott* was fined for discharging part of her cargo before she had been properly entered at the custom house. The trouble of the *Invincible* is the breaking of a seal set upon the main hatch of the vessel by the customs department. Of course it is not supposed by anyone that the seal was deliberately broken by any of the officers of the *Invincible*, or with their knowledge or permission, but the general opinion of those acquainted with the case is that there is altogether too much indifference manifested by many ship captains coming to this port towards the laws of the United States customs department and its necessary rules and regulations. It is felt by the authorities that many captains don't realize that these Hawaiian Islands constitute a Territory of the United States, but have not yet got used to the change of affairs politically. The law, they say, must be enforced, or else all kinds of liberties will be taken.

Hawaii's Schools

The Western Journal of Education for August, edited by Herr Wagner, and dedicated to educational work, has

the following paragraph of interest to educational workers in Hawaii:

"One of the most interesting documents that have come to this office is the report of the Minister of Public Instruction of Hawaii, sent by the Inspector General, Henry S. Townsend. Mr. Townsend will be remembered as one of the most prominent guests of the N. E. A. at Los Angeles, Cal. The report contains much valuable information about the schools of Hawaii. It also contains this tribute to Dr. Brown of the University of California, who assisted them in forming a course of study. 'Dr. E. E. Brown rendered the cause of education in Hawaii a service at this time, especially by fostering local leadership in educational thought and work. The following September the course of study went into the schools. Although progress along this line has been steady, and, perhaps, considering all circumstances, satisfactory, it has not been notably rapid.'"

Fifth District, Eighth Precinct.

At the club meeting in the Eighth Precinct, Fifth District, last night, held at the residence of W. C. Achi, the latter, C. F. Peterson, and Charles B. Dwight were chosen as delegates to the district convention.

The officers of the club are: W. C. Achi, president; C. F. Peterson, vice president; N. Fernandez, treasurer, and P. Silva, secretary. The president appointed W. Fernandez and Geo. S. Evans as tellers to the judges; the judges elected were C. B. Dwight, James Harbottle and R. M. Duncan. The following comprise the enrollment committee: W. L. Peterson, chairman; J. Harbottle, J. M. Keam, Chas. B. Dwight, R. M. Duncan, Geo. S. Evans and Ben. Haahao.

THE ORDER OF THE LABOR DAY PARADE

The Labor Day celebration committee met last evening and determined upon the order of parade and positions of the floats, as follows:

- Mounted Patrol.
- Platoon of Police.
- Band.
- Marshal of the Day.
- Banner and Flag.
- Chairman.
- Secretary and Treasurer.
- Government Officials.
- Invited Guests.
- Golden of Liberty.
- School Children.
- Fire Department.
- Plumbers' Floats.
- Journymen Plumbers.
- Painters' Floats.
- Journymen Painters.
- Shoemakers' Floats.
- Ironworkers' Floats.
- Band.
- Vineyard Float.
- Sewing Machine.
- Workingmen's Float.
- Blacksmith Shop.
- Printing Press.
- Tents and Awnings.
- Four-Horse Team.
- Electric Display.
- Eight-Horse Team.
- Steam Launch.
- Band.

Many other floats will be in the parade but have not as yet been officially entered. All floats will be allowed in the parade, but the committee desires notice of them in advance. The floats are to be marshaled at the Drill-shed and ready to move when the clock strikes 9 a. m.

The John Currier is discharging her cargo of iron for the Honolulu Rapid Transit Company at the Navy dock.

NO DUFF FOR THESE TARS

Foremast Men Of The Llewellyn Sue.

HAD TO WORK ON EMPTY STOMACHS

They Libel the British Ship for Wages Alleged Due.

If the statements of her sailors are to be believed, the state of affairs on board the British ship *Carnedd Llewellyn*, which recently arrived at this port from Hamburg, was not such as to make the passage one that would be pleasant to repeat.

Yesterday these sailors, eleven in number, headed by John Solters, A. B., began libel proceedings against the *Carnedd Llewellyn* and her master, Captain Griffiths, for wages alleged to be due them, as well as for damages for poor food furnished them during the passage.

In their complaint the sailors state that they sailed on the *Carnedd Llewellyn* on April 17th from Hamburg, sailing around the Horn and arriving at Honolulu on August 23d. At Hamburg, the sailors say, Captain Griffiths took on an insufficient supply of food, and what he did supply was of poor quality. Throughout the voyage they were provided with an insufficient quantity of food and were subjected to great hardship as a consequence.

Two months out from Hamburg, the complaint goes on to recite, two of the sailors—Charles Hendrickson and H. Van Driel—were taken sick as a result of the bad diet, and Captain Griffiths refused to give them the proper medicines and likewise refused to give them any medical attendance.

On arriving at this port the sailors went to the British Consul and told him their story, protesting against the treatment they had received. The Consul heard their complaint, they say, and fined Captain Griffiths for failing to properly provision the ship.

There is due the men, they say, wages aggregating the sum of \$40. When they reached here the Captain refused to pay them any money whatever and consented to their leaving the ship, thereby discharging them.

They ask the attachment and sale of the ship for the payment of their wages and damages for the poor food they were given.

A short time after the complaint was filed United States Marshal Ray attached the vessel and put a keeper in charge of her. The writ of attachment was made returnable on September 6th.

W. R. Hoare, the British Consul at this port, said last evening that the sailors of the *Carnedd Llewellyn* came to him after

their arrival in port and told him of the shortage in food. He ascertained, on inquiring into the matter, that their complaints were well founded. Captain Griffiths told him that they had come to him and that for about fourteen days out of Honolulu he had had to keep them on short rations.

"The English law provides," said Mr. Hoare, "that in such cases the captain of the vessel shall pay to each sailor four pence per day during the time of shortage. This sum I directed Captain Griffiths to pay the men when they were paid off. It is not true, however, that I fined the Captain, for this is not regarded in the light of a fine."

IN THE FEDERAL COURT.

A demurrer was argued yesterday morning in the United States District Court in the case of Eugene Avery vs. W. C. King, H. A. Higelow, representing King, and Davis and Gear, Avery. The demurrer contested the jurisdiction of the Court. Judge Estee took the matter under advisement until today.

A new libel has been begun by Christopher Collins against the *Bark Empire* for wages alleged to be due him since his discharge August 27.

Three new citizens were admitted by Judge Estee during the session of the court. They were: John Ouderkirk of Canada, Carl Kaiser of Germany and J. F. C. Abel of Germany.

THE DUNREGGAN LIBEL.

The libel against the *Dunreggan* dragged all day long yesterday before United States Commissioner Robinson, Captain Brokaw of the *Pearless*, being on the stand most of the day. He told of going out to the *Dunreggan* the day she went ashore and of how he bargained with Captain Dixon for the job of hauling the vessel off the reef. It is likely that the case will take up most of next week. At adjournment yesterday the continuance was taken until Tuesday next.

MRS. ANDRADE ANSWERS.

Mrs. Adelaida Andrade yesterday filed her answer to the libel for her divorce filed by her husband, John S. Andrade. She asserts that her alleged desertion was forced upon her by the treatment of her husband, and she states that he is not a proper person to have charge of her daughter. She asks the dissolution of the libel and the custody of the child.

JUDGMENT FOR RAWLINS.

Judgment was rendered yesterday by Judge Humphreys for the plaintiff in the case of T. W. Rawlins vs. Maraca K. Harbottle. The case involved the possession of land on Harbottle's lane.

THEY FAVOR HILO FOR CONVENTION

There was a meeting of the Republicans of the First Precinct of the Fourth Representative District (Punahou and Waikiki) last night at the Government warehouse. The only chair was monopolized by the chairman and the rest of the members, including the secretary, sat on empty wine and whiskey crates.

The chairman, Cecil Brown, was absent and Prof. H. S. Townsend was elected temporary chairman. George Manson was secretary, and not only had he disappeared but the previous records of the club also. J. D. McVeigh was made secretary pro tem.

The club then took up the "model" constitution recommended by Republican headquarters for precinct clubs, and, after amending it to suit local conditions and ideas, adopted it.

Under this constitution candidates for officers of the club for the ensuing year are to be elected at the Saturday primary, and after ordering 200 copies printed in English at the expense of the club, and Mr. J. H. Boyd's offering to have a number translated into Hawaiian at his own expense, the following were placed in nomination for the club officers:

For president of the club, Mr. H. S. Townsend (Mr. Boyd declining to stand); for secretary, E. S. Boyd (Messrs. Towse and McVeigh declining to run); for treasurer, T. R. Mossman; for judges of election, Messrs. Henry Davis, Pikel and Edmund Shorey (Mr. A. A. Montano declining to run on account of ill health); for delegates to the district committee, Messrs. W. C. Weedon, William Kikel, J. D. McVeigh and J. H. Boyd, of which number three are to be chosen at the primary Saturday. The three candidates for permanent judges of primary election were then made judges pro tem for the ensuing primary. Tickets are to be printed on the Australian ballot style, with blank lines for other candidates who may be put up later.

J. D. Avery introduced the following resolution:

"Resolved that it is the sense of this club that the proposition of holding the next Republican Territorial Convention at Hilo is a good one."

Mr. Davis asked if there was any ulterior motive back of the scheme. Mr. Boyd as a member of the Territorial Central Committee made quite an address, stating that Hilo had an idea that Honolulu was attempting to run things and that the Central Committee wanted to get that idea out of their heads. He said he did not doubt that hundreds of Hawaiian and other voters who were now on the political fence could be brought into the Republican ranks by such a move. The island of Hawaii, he feared, was liable to go independent unless strong efforts were made. He thought it better to placate them if possible and perhaps nominate some of their men on the Republican ticket for the sake of having the Legislature safely Republican rather than to hold aloof from them and allow them to elect a Legislature with an independent majority which would not be satisfactory to Honolulu or the islands in general. He suggested that after the convention the delegates who could, take a tour around Hawaii and then around Maui and tell the people there why they should be Republicans and explain truly the Republican principles, and the convention going to Hilo would be pretty sure to carry Hilo at the next election.

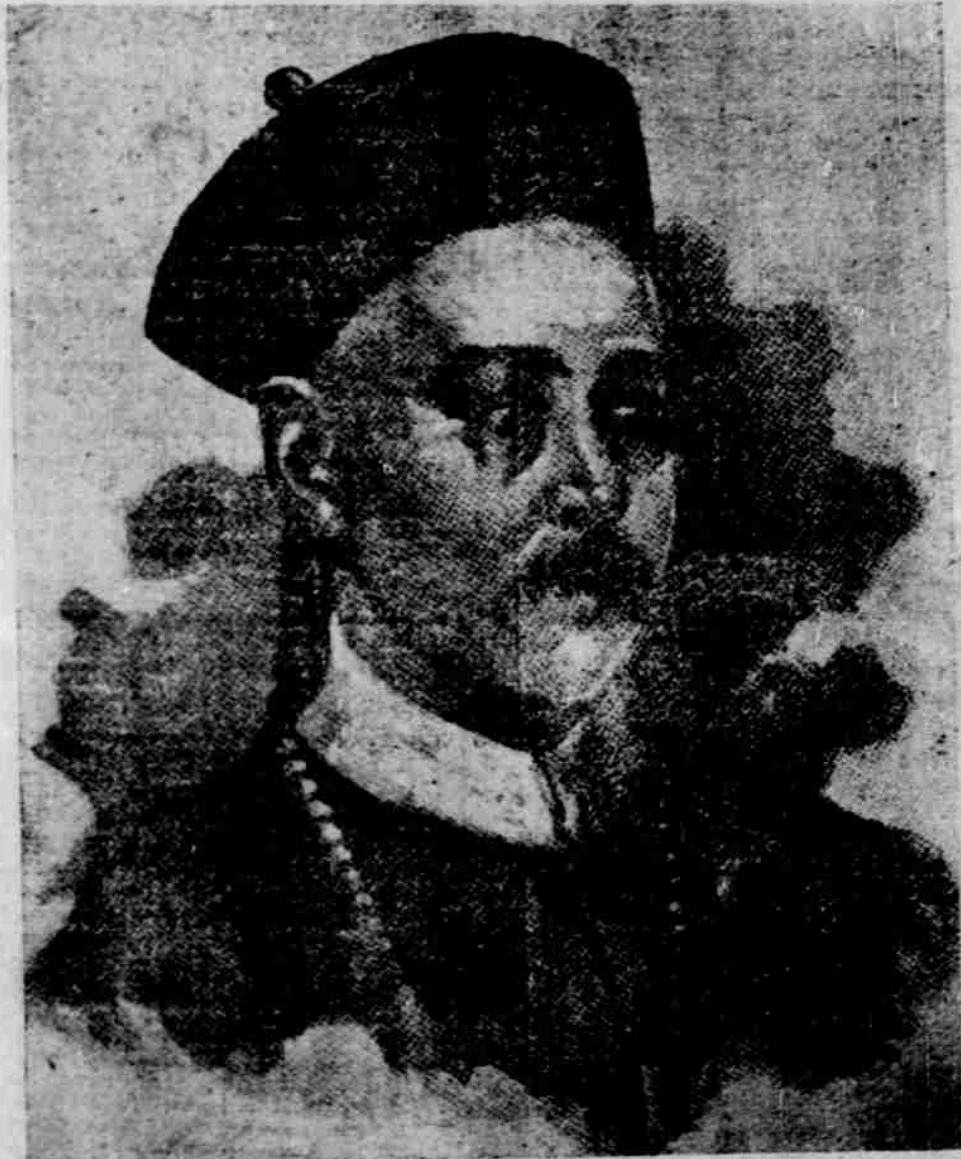
The resolution passed.

An enrollment committee consisting of Messrs. Weedon, Pikel, Helm, Mossman and Townsend was then appointed to restore the old lists and get new converts, which closed the business of the meeting.

TWO OF THE LEADING FIGURES IN THE PRESENT CRISIS IN CHINA



Li Hung Chang, the greatest living Chinaman, according to Chinese ideas, is an ideal son. When his mother, 83 years of age, died in 1882, Li resigned all office, and asked permission of the Government to be allowed to retire for three years, according to custom, to mourn for her. However, Li's services were required at that time, and the request was refused. At other times Li has been in disgrace. He was supposed to favor foreigners, which he never at any time did, and was consequently stripped of his "yellow jacket and peacock's feather." That was after his tour in Europe, but he soon got them back. He is very wealthy.



Prince Tuan, the would-be usurper of China, is interesting to us just now, principally because he is the greatest hater of foreigners in the Flower Land. He is an accomplished villain, and at the deposition of Kwang Hsu, the rightful Emperor, he managed, with the help of the Dowager Empress, to have his son proclaimed heir apparent. Later he intrigued for more power, and doing things too slow, he attempted to depose the Dowager Empress, have his son made Emperor, and live happy ever afterwards as the rich father of his Imperial Majesty, "The Son of Heaven." Prince Tuan is the one who set the Chinese in motion against the Legations at Peking.